

“(H) the Committee on Environment and Public Works of the Senate.”.

By Mr. REED (for himself, Ms. KLOBUCHAR, Mr. BROWN, Mr. KING, Mr. FRANKEN, and Mr. WHITEHOUSE):

S. 1828. A bill to change the date for regularly scheduled general elections for Federal office to the first Saturday and Sunday after the first Friday in November in every even-numbered year; to the Committee on Rules and Administration.

Mr. REED. Mr. President, today I am pleased to be joined by Senators KLOBUCHAR, BROWN, KING, FRANKEN, and WHITEHOUSE in introducing the Weekend Voting Act. This bill makes voting in Federal elections easier and more accessible through one simple change: moving Election Day from Tuesday to the following Saturday and Sunday in November of an election year.

We know from surveys and common sense that Tuesday voting stands in the way of greater voter participation. In 1845, Congress set Tuesday as Election Day because it was the easiest day for farmers—then travelling by horse and buggy—to make it to the polls in the course of their regular Tuesday trips to bring goods to market. Tuesday voting has no such benefit for farmers, or anyone else, in the 21st Century. It does, however, force many Americans to choose between their workday and family responsibilities, and participation in our democratic process.

According to the Pew Research Center, voter turnout in the United States regularly lags behind other developed countries, many of which hold elections on one or more days during the weekend. According to U.S. Census data, the most consistent reason Americans give for not voting is that they are too busy to get away from their daily lives to make it to the polls.

The Weekend Voting Act would give Americans the ability to vote during times that make better sense for them. Rather than on a Tuesday, polls would stay open during the first Saturday and Sunday after the first Friday in November of an election year. States would retain full autonomy to continue to offer alternatives to Election Day voting, such as early voting or voting by mail, and States are encouraged to give special consideration to accommodate weekend religious practices.

Mr. President, I urge my colleagues to support the Weekend Voting Act so that more Americans can take part in our democratic process by voting at times that work for them.

SUBMITTED RESOLUTIONS

SENATE RESOLUTION 260—DESIGNATING SEPTEMBER 2017 AS “SCHOOL BUS SAFETY MONTH”

Mrs. FISCHER (for herself and Mr. BOOKER) submitted the following resolution; which was considered and agreed to:

S. RES. 260

Whereas, every school day in the United States, approximately 500,000 public and private school buses carry more than 26,000,000 children to and from school;

Whereas school buses comprise the largest mass transportation fleet in the United States;

Whereas 55 percent of all K–12 students ride a school bus, totaling 260,000,000 miles for each of the 180 school days in a year, or 46,800,000,000 miles driven annually;

Whereas the Child Safety Network, celebrating 28 years of national public service, supports the CSN Safe Bus campaign, which is designed to provide the latest technology and free safety and security resources to the school bus industry;

Whereas the designation of School Bus Safety Month will allow broadcast and digital media and social networking industries to make commitments to disseminate public service announcements that are produced in order to—

- (1) provide resources designed to safeguard children; and
- (2) recognize school bus drivers and professionals;

Whereas key leaders who are deserving of recognition during School Bus Safety Month and beyond have provided security awareness training materials to more than 14,000 public and private school districts, trained more than 80,000 school bus operators, and provided more than 80,000 counterterrorism guides to individuals who are key to providing both safety and security for children in the United States; and

Whereas School Bus Safety Month offers the Senate and the people of the United States an opportunity to recognize and thank all of the school bus drivers in the United States and the professionals who are focused on school bus safety and security: Now, therefore, be it

Resolved, That the Senate designates September 2017 as “School Bus Safety Month”.

SENATE RESOLUTION 261—RECOGNIZING THE MONTH OF SEPTEMBER 2017 AS “ALASKA WILD SALMON MONTH”

Ms. MURKOWSKI submitted the following resolution; which was considered and agreed to:

S. RES. 261

Whereas the sustainable Alaska wild salmon commercial fishery contributes over 38,000 jobs and nearly \$2,000,000,000 in annual labor income to the United States economy;

Whereas the commercial Alaska wild salmon harvest comprises approximately 50 percent of the wild salmon caught worldwide;

Whereas the sport fishing industry of the State of Alaska generates \$500,000,000 in economic output and creates 4,500 jobs annually;

Whereas wild salmon returning to Alaskan streams and rearing young in Alaskan water are the basis for one of the most valuable and important industries of the State of Alaska;

Whereas commercial and sport salmon fishing and processing provides the greatest number of private-sector employment opportunities in the State of Alaska;

Whereas many Alaskans depend heavily on subsistence-caught wild salmon for food and cultural purposes;

Whereas Alaska Natives have relied on Alaska wild salmon for thousands of years, and Alaska wild salmon continues to comprise up to 70 percent of the subsistence harvest of many Alaska Native communities; and

Whereas, in September 2017, Alaska Wild Salmon Month celebrates and raises aware-

ness nationwide regarding the contributions of Alaska wild salmon to the health and economy of the United States: Now, therefore, be it

Resolved, That the Senate—

(1) recognizes September 2017 as “Alaska Wild Salmon Month”; and

(2) encourages individuals, corporations, and other relevant organizations to celebrate the sustainable Alaska wild salmon industry and the health and social benefits Alaska wild salmon provide to the United States.

SENATE RESOLUTION 262—COMMEMORATING THE 70TH ANNIVERSARY OF THE ESTABLISHMENT OF THE AIR FORCE AS AN INDEPENDENT MILITARY SERVICE AND CELEBRATING THE AIR FORCE FOR 70 YEARS OF SERVING AND DEFENDING THE UNITED STATES

Mr. BOOZMAN (for himself, Mr. HOEVEN, Mr. TESTER, Mr. BROWN, Mr. INHOFE, Mr. CRAPO, Ms. MURKOWSKI, Mr. UDALL, Mr. ISAKSON, Mr. DAINES, Mr. ROUNDS, Mr. RUBIO, Mr. SULLIVAN, and Mr. BURR) submitted the following resolution; which was considered and agreed to:

S. RES. 262

Whereas, on August 1, 1907, the Aeronautical Division of the Army Signal Corps, consisting of 1 officer and 2 enlisted men, began operation under the command of Captain Charles DeForest Chandler with the responsibility for “all matters pertaining to military ballooning, air machines, and all kindred subjects”;

Whereas, in 1908, the Department of War contracted with the Wright brothers to build 1 heavier-than-air flying machine for the Army and, in 1909, the Department accepted the Wright Military Flyer, the first military airplane;

Whereas pilots of the United States, flying with both Allied air forces and with the Army Air Service, performed admirably during the course of World War I, the first air war in history, by participating in pursuit, observation, and day and night bombing missions;

Whereas pioneering aviators of the United States, including Mason M. Patrick, William “Billy” Mitchell, Benjamin D. Foulois, Frank M. Andrews, Henry H. “Hap” Arnold, James H. “Jimmy” Doolittle, and Edward “Eddie” Rickenbacker, were among the first individuals to recognize the military potential of airpower and, in the decades following World War I, courageously laid the foundation for the creation of an independent arm for the air forces of the United States;

Whereas, on June 20, 1941, the Department of War created the Army Air Forces as the aviation element of that Department and, shortly thereafter, the Department made the Army Air Forces co-equal to the Army Ground Forces;

Whereas General Henry H. “Hap” Arnold drew upon the industrial prowess and human resources of the United States to transform the Army Air Corps from a force of 22,400 men and 2,402 aircraft in 1939 into an entity with a peak wartime strength of 2,400,000 personnel and 79,908 aircraft;

Whereas the standard for courage, flexibility, and intrepidity in combat was established for all Airmen during the first aerial raid in the Pacific Theater on April 18, 1942, when Lieutenant Colonel James “Jimmy” H.